

# CHINA



# MAIL.

Established February, 1845.  
With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXIII. No. 4889. 號五廿月七年七十七百八千一英

HONGKONG, WEDNESDAY, JULY 25, 1877.

日五十月六年丑丁

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—Y. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMPSON & Co., 180 & 184, Leadenhall Street.

NEW YORK.—ANDREW WILD, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELON & CAMERON, Amoy, Wilson, Nickolls & Co. Foochow, Hiden & Co. Shanghai, Lane, Crawford & Co. and KELLY & WALSH, Manila, C. HEINRICH & Co. Macao, L. A. DA GRAGA.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$600,000 Dollars.

COURT OF DIRECTORS.

Chairman.—H. HOFFMANN, Esq.

Deputy Chairman.—F. D. SASSOON, Esq.

E. R. BELLER, Esq. WILHELM REINERS, Esq.

W. H. FORBES, Esq. ED. TOBIN, Esq.

HON. W. KESWICK. A. McIVER, Esq.

## CHIEF MANAGER.

Hongkong, .. THOMAS JACKSON, Esq. Manager.

Shanghai, .. EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

## HONGKONG.

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 2 per cent. per annum.

" 6 " 3 " " "

" 12 " 5 " " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Profits, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East.

Hongkong, March 29, 1876.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, £2,000,000. RESERVE FUND, £110,000.

## BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH IN HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

## For Sale.

AERATED WATERS, IN

CODD'S PATENT GLASS STOPPERED BOTTLES.

FROM the 1st July, the Price of all kinds of AERATED WATERS will be only

FORTY CENTS Per Dozen.

SARSAPILLA WATER, 75 Cents per Dozen.

ED. CHASTEL, 2, Wyndham Street, opposite the Hongkong Club.

Hongkong, June 30, 1877. jy30

## FOR SALE.

TO CONTRACTORS, HOUSE-BUILDERS, SHIP-BUILDERS, AND CARPENTERS.

LANE, CRAWFORD & Co. have Received a Shipment of

FIRST-CLASS MANILA HANDWOOD, of Different Kinds, and of the Very Best Quality, Suitable for HOUSE BUILDING, SHIP BUILDING, and for all kinds of Work requiring Timber of the most durable nature.

— ALSO —

A Good Assortment of Logs and Planks of TEAK WOOD of the most Superior Quality.

LANE, CRAWFORD & Co.

Hongkong, July 19, 1877. m19

## For Sale.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.

Hongkong, June 22, 1876.

## NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo, pp. 202.—By ERNEST JOHN EITEL, Ph.D. Tübingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

## Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. MOSSOR, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on

THURSDAY,

the 26th day of July, 1877, at 11 o'clock a.m., at the Sales Rooms of the Undersigned,—

The American Barkentine "ROSINA,"

Of 406 Tons Register or thereabouts, as she now lies in the Harbour of Hongkong, with Two Suits of Working SAILS, One Suit NEW SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her Appurtenances.

The Vessel was Remetalled and Repaired in New York, in December, 1874, and there classed "A1," for Four Years in American Lloyd's. She was again Remetalled and Repaired at Melbourne, in November, 1876, at a Cost of about £1,000 and supplied with the New Suit of Sails referred to at a Cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters Association Limited, as being fit to Carry Dry and Perishable Cargo to any part of the World. She Carries 580 tons of Coals or 800 tons Light Cargo of 40 cubic feet, 9,000 piculs of Rice on 14 feet Draught. She is a fast Sailing Vessel, and is in Complete Order for Sea on the shortest notice.

She has Four BOW TIMBER PORTS, two in the Lower Hold 32 x 32 inches, and two in the "Tween Decks 40 x 28 inches.

For further Particulars and Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7.

The Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, July 13, 1877. jy26

PUBLIC AUCTION OF LUMBER.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, at the Godowns of Messrs RUSSELL & Co., Wanchai, on

THURSDAY,

the 26th July, 1877, at Noon,—

About 3,000 feet of GEORGIA PITCH PINE PLANKS, Sizes 3 and 4 inch.

In Lots to suit Purchasers.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.

All lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, July 25, 1877. jy26

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 27th July, 1877, at Noon,—

An Assorted Invoice of FANCY GOODS, comprising: Watch Stands, Purse, Harmoniums, Snuff Boxes, Moerschbaum Cigar Tubes, Albums, Walking Sticks, Pencils, Tooth Brushes, Tooth Combs, Pocket Flasks, Linen Handkerchiefs, Stockings, Lamp Chimnies, Soda Water Tumblers.

Also,

8 cases Vulcan Safety Matches.

20 boxes White Beans.

50 Lemant and Girand's Revolvers.

1 case Glass Ornaments for Ladies' Dresses.

— ALSO —

Terms of Sale.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, July 24, 1877. jy27

## Notices of Firms.

NOTICE.

MR. F. C. DITTMER is authorized to Sign our Firm per Procuration.

SANDER & Co.

Hongkong, June 23, 1877.

## NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREEN, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. EWEILL at Amoy.

RUSSELL & Co.

China, June 1, 1877. del

## NOTICE.

MR. EDWARD BURNES will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. m18

## NOTICE.

BY Mutual Consent, the Firm of FREEBORN, RODATZ & Co. has been DISSOLVED on This Day.

R. FREEBORN, G. O. F. RODATZ.

Hongkong, June 30, 1877.

THE Undersigned, Establishing themselves This Day as SHIPHANDLERS and GENERAL STOREKEEPERS under the Style and Firm of RODATZ & Co., have taken over the Business of the late Firm of FREEBORN, RODATZ & Co.

G. O. F. RODATZ, G. KOCH.

Hongkong, July 2, 1877. m2

## NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 6, 1877.

## Intimations.

THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOOCHEW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in LONDON, in LIVERPOOL, or at the principal Ports of India and the East.

BIRLEY & Co., Agents.

Hongkong, May 21, 1877. m22

## NOTICE.

MRS. G. B. FALCONER, Widow and Administratrix of the late G. B. FALCONER (sole and only Partner of the Firm of GEORGE FALCONER & Co., Watch Manufacturers, Jewellers, &c., &c., Hongkong), and Mr. MATTHEW FALCONER, Brother of the Deceased, beg respectfully to intimate that they have agreed to CONTINUE the BUSINESS so long carried on by the late Mr. FALCONER.

In making this announcement, they have pleasure in stating that they have made such arrangements that the efficiency and high reputation formerly enjoyed by the Firm, will be maintained in its entirety in all its branches.

The Stock, as hitherto, will consist of EVERY ARTICLE of the BEST QUALITY and WORKMANSHIP, and they hope to be favoured with a continuance of that patronage which was so liberally extended to the late Mr. FALCONER, and in soliciting such, no efforts will be wanting to inspire that confidence on the part of their Customers which was so marked a feature in the Business as formerly conducted.

The Business will be carried on in the old Premises under the same Name and Style as hitherto, viz.,

GEORGE FALCONER & Co.

Hongkong, July 2, 1877. m2

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONDS FOR THE YEAR 1876.

SHAREHOLDERS in the above Office are requested to Furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Agents.

Hongkong, May 1, 1877. m1

KWONG HING CHEUNG & Co., COAL MERCHANTS.

Have always on hand for Sale every description of COAL at Moderate Prices.

Mr. ARNOLD has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. JAY JACK, at 80, King Lung Street, will receive immediate attention.

Hongkong, March 19, 1877. m19

## Intimations.

DEVOE'S BRILLIANT

OIL.

RELIABLE,

ECONOMICAL,

SAFE!!

DESIRING to benefit by the world-wide reputation of our Oil, certain parties have attempted to imitate our packages. Suits at law have been instituted against the MAKERS and PURCHASERS of these imitations. Buyers should be careful to see that the words "DEVOE'S BRILLIANT" are stencilled on the cases, and the words "DEVOE MFG CO. PATENTS" are stamped on the top of the can.

THE DEVOE MANUFACTURING Co., 80 Beaver and 127 Pearl Streets, NEW YORK, U. S. A.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.

Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf.

Hongkong, July 13, 1876.

AH YON, SHIP'S COMPRADORE AND STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.

Hongkong, May 1, 1876.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Eleventh Ordinary MEETING of SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st Instant, at 3 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 17th to 31st Instant, both days inclusive.

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1877. jy31

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN Extraordinary MEETING of the SHAREHOLDERS in the above Company will be Held at the Head Office, Victoria, Hongkong, on TUESDAY, the 31st Instant, at 3.30 p.m., in order to take into consideration a Resolution to add a Regulation to the existing Articles of Association of the Company, authorizing the Company so far to modify the conditions of Association, as by subdivision of its existing Shares to divide its Capital into Shares of smaller amount than is fixed by its Memorandum of Association, in accordance with the provisions of Sections XXX and XXXI of "The Companies Ordinance 1877."

By Order, W. H. RAY, Secretary.

Hongkong, July 9, 1877. jy31

DENTAL NOTICE.

ON and after the 28th of May, Dr. STOUT'S Consulting and Operating ROOMS will be on the Ground Floor of the HOTEL DE L'UNIVERS.

Hongkong, May 26, 1877.

DENTAL NOTICE.

DR. ROGERS has Returned to Hongkong, and will be ready to Receive Patients on MONDAY, June 25th.

Office, No. 7, Arbuthnot Road.

Hongkong, June 20, 1877.

PIANO TUNING, REPAIRING, &c.

LADIES and GENTLEMEN Desirous of having their PIANOS REPAIRED by the Undersigned, will please oblige by early orders, as he is about to Return to SHANGHAI.

Orders may be left with Messrs LANE, CRAWFORD & Co., or Messrs GAFF & Co.

A. HAHN.

Hongkong, July 10, 1877. m10

## Intimations.

HONGKONG & CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 16th to the 28th Instant, both days inclusive.

A. NEWTON, Manager.

Hongkong, July 2, 1877. jy20

PACIFIC MAIL S. S. COMPANY.

THE DEPARTURE of the Company's S. S. "CITY OF PEKING" has been POSTPONED to the 30th Instant, at 3 p.m.

RUSSELL & Co., Agents.

Hongkong, July 19, 1877. jy26

## Shipping.

STEAMERS.

FOR YOKOHAMA.

The British Steamer "KING RICHARD," Captain NELSON, will be despatched to the above Port on THURSDAY, the 26th Instant, at 5 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, July 19, 1877. jy26

## Sailing Vessels.

FOR NEW YORK.

The A 1 American Ship "HIGHLANDER," HUTCHINSON, Master, will load here and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, May 24, 1877.

FOR NEW YORK.

The A 1 British Ship "HARNAH LAW," ROBERT GRANT, Master, will load here, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 2, 1877.

FOR NEW YORK.

The A 1 American Ship "MATCHLESS," J. C. DAVES, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 28, 1877.

FOR LONDON.

The A 1 British Bark "ROBERT HENDERSON," GUNN, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, June 11, 1877.

FOR HAMBURG.

The A 1 British Bark "LORD MACAULAY," Capt. MONKMAN, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, July 20, 1877.

FOR SAN FRANCISCO.

The A 1 British Bark "VICTORIA," W. D. TRENKLE, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, July 23, 1877.

FOR SAN FRANCISCO.

The A 1 British Ship "GR



## THE CHINA MAIL.

## Notices to Consignees.

## COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. DJEMNAH.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Gangé*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after SATURDAY, the 28th Instant, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

H. DE POUY, Agent.

Hongkong, July 22, 1877. 1728

BARQUE KAIHOW, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, July 23, 1877. 1730

FROM LONDON AND SINGAPORE.

THE S. S. *Glenroy* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk and stored in the Godowns of the Undersigned, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before 1 p.m. To-day.

Cargo remaining undelivered after the 30th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, July 23, 1877. 1730

FROM KURACHIEE.

THE British Barque *Twilight* having arrived from the above Port, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Undersigned, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., Agents.

Hongkong, July 23, 1877. 1730

DANISH SHIP DORIS BRODERSEN, FROM SAIGON.

CONSIGNEES of Cargo by the above-named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., Agents.

Hongkong, July 21, 1877.

BRITISH BARK ENID, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co., Agents.

Hongkong, July 7, 1877.

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery of their Goods.

This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DE POUY, Agent.

J. G. No. 1, 1 case Books, from Marseilles.

Remondet &amp; Co., Agents.

Hongkong, July 14, 1877.

## To-day's Advertisements.

## PUBLIC AUCTION.

MESSRS LANE, CRAWFORD &amp; Co.

have been instructed to sell by Public Auction, on

TUESDAY,

the 31st July, 1877, at 11 a.m., at Her Majesty's Ordnance Stores, Queen's Road East,

The following UNSERVICABLE GOVERNMENT STORES:—

Old Bedding, Blankets, Brass, Canvas, Copper, Cordage, Horse Shoes, Nails, Pony Shoes, Horse Rugs, Parts of Harness, Cast and Wrought Iron, Leather, Cotton Linen and Woollen Articles, Sand Bags, Waterproof Sheets, Steel, Timber, Tin, Tents, Zinc, Great Coats, Waterproof Dittos, Wicker Helmets, Cement Casks, Packing Cases, and various Miscellaneous Articles.

Terms of SALE.—Cash on delivery in Mexican Dollars weighed at 7.1.7. All faults and errors of description to be at purchaser's risk on the fall of the hammer.

F. C. P. SILVEIRA, Senior Ordnance Officer.

Ordnance Office.

Hongkong, July 25, 1877. 1731

## To-day's Advertisements.

## FOR HOIHOW.

The Steamship "OLYMPIA"

NAGEL, Master, will be de-

spatched for the above Port

on FRIDAY, the 27th Instant, at 9 a.m.

For Freight or Passage, apply to

SIEMSEN &amp; Co.

Hongkong, July 25, 1877. 1727

## NOTICE TO CONSIGNEES.

THE BRITISH BARK PENSRAW, FROM ANTWERP.

CONSIGNEES of Cargo by above-

named Vessel are requested to send

in their Bills of Lading to the Undersigned

for countersignature, and to take immediate

delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MEYER & Co., Agents.

Hongkong, July 25, 1877. 1728

THE HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$2.50 per share,

declared at the Ordinary Half-yearly

Meeting of Shareholders held To-day, will

be payable TO-MORROW and after, at the

HONGKONG AND SHANGHAI BANKING

CORPORATION.

Shareholders are requested to apply at the Secretary's Office for Warrants.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, July 25, 1877. 1726

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND, at the Rate of 3%,

or \$2.25 per SHARE, Declared at the

Ordinary Half-yearly Meeting of Share-

holders held To-day, will be Payable at

the HONGKONG AND SHANGHAI BANKING

CORPORATION on and after FRIDAY, the

27th Instant.

Shareholders are requested to apply at the Office of the Company for Warrants.

By Order of the Board of Directors, P. A. DA COSTA, Secretary.

Hongkong, July 25, 1877.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debts contracted by the Officers or Crew

of the following Vessels, during their stay

in Hongkong Harbour:—

MATCHLESS, American ship, Capt. John C. Dawes.—Douglas Lapraik & Co.

LEADING WIND, American ship, Captain F. M. Hinkley.—Meyer & Co.

JALO, Russian ship, Capt. C. F. Moberg.—Order.

ENID, British bark, Captain Braithwaite.—Arnhold, Karberg & Co.

ALPHINGTON, British barque, Captain G. Cunningham.—Wieler & Co.

ANTWERP, British barque, Capt. Atkins.—Melchers & Co.

MIGNON, American 3-m. schooner, Capt. L. H. Soule.—Order.

NORTHERN STAR, British barque, Captain John Wortley.—Order.

DORIS BRODERSEN, Danish ship, Captain S. Nielsen.—Order.

TWILIGHT, British barque, Capt. Dalargy.—Jardine, Matheson & Co.

PENSRAW, British barque, Captain John S. Airey.—Meyer & Co.

## SHIPPING.

## ARRIVALS.

July 24, *Penshaw*, British barque, 720,

John S. Airey, Antwerp April 14, General.

—MEYER &amp; Co.

July 25, *George*, German barque, 769,

H. Steffens, Cardiff March 20, Coals.

—MEYER &amp; Co.

July 25, *Rapid*, Siamese barque, 429, F.

Hunte, Bangkok July 9, General.—TACK

MEYER.

July 25, *Sunder*, British steamer, 1109,

Reeves, Yokohama July 18, Mails and

General.—P. &amp; O. S. N. Co.

July 25, *F. Sparce*, Italian barque, 494,

D. Garguilo, Bangkok July 11, Rice.

—CANTOWITZ &amp; Co.

July 25, E.M.S. *Moehren*, from a cruise.

A British barque coming in West.

## DEPARTURES.

July 25, *Marivies*, for Amoy.25, *Fortune*, for Chefoo.25, *Angstura*, for Bangkok.25, *Tching Tain*, Chinese gunboat,

for Canton.

25, *Yesso*, for Coast Ports.25, *Glenroy*, for Shanghai.25, *Theres Behn*, for Haiphong.25, *Chow Bye*, for Canton.

## CLEARED.

Wealthy *Pendleton*, for Guam.

Alphington, for Haiphong.

St. Joseph, for Whampoa.

Ceres, for Haiphong.

## PASSENGERS.

Arrived.

Per *Sunda*, from Yokohama, Messrs J.

Watson and Rowan.

Per *Rapid*, from Bangkok, 40 Chinese

deck.

Per *Glenroy*, for Shanghai, Mr Black.Per *Yesso*, for Coast Ports, 1 European,

and 150 Chinese.

## DEPARTED.

The British barque *Penshaw* reports:

Passed Anjer on 9th July, had light winds

and very fine weather all the way up the

China Sea.

The German barque *George* reports:



offense, when he pleaded that he was only a collector of old rags and was discharged there. He also denied the charge of begging now, saying he was only asking a gentleman who was smoking to give him the end of the cigar. The Magistrate discharged him again, but warned him that if he should ever be brought up again, he would be deported from the Colony.

## A PORCINE CASE.

John Spedding, seaman American barque *James B. Stone*, was charged with assaulting a Chinaman named Lam Afong, who was employed in a roast-meat shop, at East Street, Taipingnan. Spedding got some roast pork to eat, but he would not pay for it. When he was called upon to pay, he struck the man on the face, cutting his eye. P. C. Penn stated that he was on duty when he heard a great noise in East Street. He went to the spot and saw the defendant attempting to strike anybody he came across, and the complainant was bleeding from the eye. The defendant was drunk but was not inebriated. He gave a great deal of trouble to take him to the Station. Fined \$5, or 14 days' hard labour.

## A GAME OF SKILL.

How Ang and Leung Mui, coolies, were charged with gambling at Yowmahitee. A number of men were collected at the place where boats generally take refuge in typhoon times. The defendants urged in their defence that they were only playing for amusement; the night was hot and they were only playing for amusement. Discharged with a caution.

## RETURNING FROM DEPORTATION.

Chun Aon, hawker, was charged with having returned from deportation. He was convicted on the 26th January 1874, and was afterwards deported. He was committed for trial.

## LABOUR.

Three Chinese fishermen were brought up, charged with stealing a wooden anchor from one Lee Ang, who was a farmer living near Whitefield Station. The 1st did not know anything of the affair and was discharged. The 2nd was the owner of the boat, and he said the anchor came up with a rope of his. He had a good mind to return it, but he did not know whose it was. The 3rd was a stevedore employed by the 2nd, and he knew that the anchor was being taken up. They were sent to three weeks and one week's hard labour respectively.

In connection with the above case, a second charge was preferred against the 2nd defendant for stealing a quantity of clothing from a boatwoman, and he was sent to one month's hard labour, to take effect after the expiry of his sentence in the first case. Another man who received the property from him was sent to 21 days' hard labour.

## ROGUES AND VAGABONDS.

William Springer, Thomas Ryle and John Charles, described as seamen unemployed, were again brought up for being found on the hill-sides. The first had said that he ran away from the *Leading Wind*, the 2nd from the *Bellied Will*, and the 3rd from Shanghai, having deserted his ship there. P. C. No. 92, Stewart, said to-day that he had been to the U. S. Consulate about these defendants, and he learnt that the 1st defendant's real name was Shea; he had been put on board a fortnight ago, and the Consul wished him to be kept in custody until he was required, and that his expenses of keeping would be paid. As to the 2nd defendant he did leave the *Bellied Will* as far as witness could learn, but as regards the 3rd he could not find out anything. The Magistrate remanded the 1st defendant till the 26th for an officer from the *Leading Wind* to attend, and notice to this effect was sent to the U. S. Consul. The 2nd and 3rd were sent to 14 days' hard labour as rogues and vagabonds.

## CORRESPONDENCE.

## CANTON JOTTINGS.

To the Editor of the "CHINA MAIL."

Hongkong, July 25, 1877.

SIR.—In your notice of the celebration of the last Fourth of July, you remarked that, may say, unprecedented circumstance of the *Victor Emmanuel* hoisting the Stars and Stripes in the absence of any American man-of-war in the harbour. Evidently, a "change over the spirit of the dream" has or is coming, and the ties of affinity between John Bull and Jonathan appear to be more substantial and genuine now. You will therefore not be surprised to hear that at Shamen Church the Venerable Archdeacon Gray connects now the President of the United States with the Queen of England in the course of divine service. This is no doubt a high compliment to the American community of Canton, and in the meanwhile proves how liberal-minded the Venerable gentleman is. In concluding a very impressive discourse on Sunday last, he dwelt in touching words, to the death of the Rev. O. E. Preston. As a contemporary to him in the commencement of their respective ministerial careers in Canton, "he is gone," said the Archdeacon, "and I am left." The last words of the venerable preacher I was unable to catch. To the occasional visitor to the City of Rams I may suggest not to take any fan with him to the Church, as the neat little chapel contains no less than ten punkas, and a fan to each pew.

The modern Solomon's Temple is not yet completed. You will no doubt understand that I refer to the French Cathedral. Apparently a good deal is yet to be done to this model church in the East. The building of it possesses quite a history. What the French wish to do with their ground at Shamen, is a question that suggests itself to one when he crosses over the river. The English concession appears to have no more spare lots for sale, and Homan is almost deserted by foreigners. Instead of a Steam Laundry Company, I would suggest the lease of the French Concession at Shamen, for a first-class Hotel to be built there. The promoters of such a scheme, I think, will meet with greater success than by interfering with the daily bread of our dabbly-wallahs.

I have just looked at my watch, and it directs me to lay down my pen, which I do, as I know the remainder of my "notes" will keep, like port wine, I must, however, tell you, that the Canton Observatory no cyclone was anticipated.

AN OCCASIONAL TRAVELLER.

## Japan.

(Japan Mail, July 14th.)

Yesterday afternoon (July 14th) the United States Consul-General heard a charge brought by George Miller, steward, and his wife, against three seamen of the U. S. S. *Zenneca*, Mo Adams, Mooney and Moore, for assault and battery. Mrs. Miller said that while she was sitting in a *junk* near the English bazaar on Monday morning last waiting for the return of her husband on board ship, one of the accused named Mo Adams accosted her and demanded the return of some two dollars which he said she owed him from the night before. As Mo Adams was quite a stranger to her, she told him so and assured him that she was not in his debt to her knowledge. After giving vent to a tirade of foul words and uncalculated abuse, Mrs. Miller said that Mo Adams, with the assistance of another seaman named Moore who came up at this moment, seized her *junk*, so that she was pitched into the street, receiving several bruises in consequence. Mr. Miller now made his appearance and a general scuffle took place, in which Mr. Miller was severely kicked and had to take refuge in the boat house.

The evidence for the defence was of a very contradictory nature, and in the end the Consul-General, who characterized the assault as a disgraceful act, unworthy of men and American seamen, sentenced Mo Adams and Mooney to ten days' imprisonment, three to be passed on bread and water. Moore was discharged.

An action was brought by Messrs. Lane, Crawford & Co., against J. H. McGeorge in the American Consular-General Court yesterday, to recover the sum of \$134.57, balance of two accounts rendered. Defendant admitted one bill and stated his willingness to pay the amount as soon as he had earned the money, but the other he claimed to have already paid. After hearing the evidence, which General Van Buren characterised as being too equally balanced to admit of any decision other than more guess-work, the case was adjourned. The litigants in the meanwhile were advised to come to some amicable arrangement out of Court. We have since heard that this has been effected.

A government notification has been issued to the effect that the exportation of saltpeetre, temporarily authorized in 1873, is now again interdicted until further notice.

## THE INSURRECTION IN JAPAN.

(Tokio Times, July 14th.)

Confident hopes are entertained of the practical termination of the war in Kiusiu before the end of this month. That ineffectual guerrilla conflicts may continue for a long period is considered as possible, but the destruction of the last organized body of the rebels is anticipated in one general engagement. The final rallying place is thought to be Miyako no Ue, near Nobokura, a strong position in Hinga. Saigo seemed to have been lost sight of for the last few weeks, even by his own adherents, but this must not be taken as positive evidence of his inactivity, and still less of his death, as many have supposed it might. The Court is still held at Kioto, whether some of the new foreign ministers have travelled to present their credentials. Renewed preparations for the Emperor's return to Tokio are, however, in progress.

## LONDON GOSSIP.

June 13, 1877.

Major Adams Barlow, having escaped from Egyptian bondage, is (says *Messenger*) now on the high seas, and times himself to arrive at the Victoria Docks in the *Agua* on June 16. He is to meet his London friends at the Old Wanderers' Club, and tell the story of his perils and hairbreadth escapes.

The *Whitehall Review* is informed that Austria is not only making preparations for the mobilisation of her army, she is also actively engaged in equipping her navy. All monitors and ironclads are being prepared for service. The monitor *Tegethoff*, which is on the stocks, is being rapidly completed. She will be the largest monitor in the Austrian fleet, and will cost 5,000,000 florins. Her armour will consist of 14-inch plates, each plate costing 10,000 florins. Upwards of 100 such plates are required for the vessel's defence, and even then she is not torpedo-proof.

At a certain vestry meeting, a discussion arising as to the advisability of placing a wall round a cemetery, and the question of expense being mooted, further argument was precluded by one elderly warden, who exclaimed, "What is the use of a wall? Why, them as is inside can't get out, and I'm blessed if them as is outside is anxious to get in."

On June 9 Mr. Felix Rogers, of Sanger's Amphitheatre, sailed in a tub, accompanied by four geese, from Battersea to Westminster Bridge. The tub was two feet deep by two feet six inches in diameter, and it was balanced by heavy weights, four geese being harnessed in front. The actor was dressed in a naval captain's attire, and sat on the seat fixed across the centre of the tub. Two on the ebb tide, which was flowing strong enough to carry the tub steadily along, the geese appearing to do little or nothing towards drawing it, their heads being as often as not turned towards the occupant. Towards a few minutes after three when the tub passed under Westminster Bridge, and it was carried as far as a large timber wharf on the Surrey side before a landing could be effected. After some delay Mr. Rogers was sent safely into a boat and rowed to the Westminster Bridge steps, where he landed.

The shady corner of the Park, opposite Stanhope Gate, is more frequented this year than ever, and every Sunday afternoon fair women and brave men, not to speak of over-dressed children, muster there in great strength. The chairs are closely packed, and locomotion is a slow process, so one overhears curious scraps of conversation occasionally. I was much amused last Sunday by hearing a young lady say to an admirer, "Hush! beware of the torpedo!" and on his asking for an explanation, she answered, "Oh, it's only our new name for mamma, because she blows us up."

The following entry (says *Coming Events*) appeared the other day in an orderly book at Chatham:—"The late Private Jones of the 7th Regt., to be attached to the 20th Regt. for internment." Could the force of red tape go further? That a dead soldier should have to be "attached to another regiment" before he can be buried! We can only say with Dominus Sampson, "Prodigious!"

We are shortly to receive a visit from the Rev. Phoebe A. Hornetford, a genuine American female parson, duly ordained to the ministry by the Rev. John Adams and the Rev. Olympia Spry, of Hingham.

Church, Massachusetts. The Rev. Phoebe has acquired a reputation both as a preacher and as an author. In the former capacity she officiates regularly at the Church of the Good Shepherd, Jersey City, of which she is, or rather was till the other day, the pastor, and her popularity may be gathered from the fact that her sermons bring her in a net income of 25,000 dollars a year. As an author the reverend lady is known best by her "Life of Lincoln," "Life of Peabody," and "Women of the Century." There has been, unfortunately, a split among the congregation of the Church of the Good Shepherd on the question whether male or female preachers are the more desirable. The matter was decided in favour of the males by the narrow majority of five. The minority have now seceded, and resolved to build a new church for themselves, of which the Rev. Phoebe is to be sole pastor. The fair shepherdess has seized the opportunity of paying a visit to England while the church is in process of building; and she intends to demonstrate to benighted Britons the mistake of allowing males to monopolise the pulpit.

At Aldershot a systematic attempt is being made to reduce mess expenses. It has been much the fashion of late years for every regiment quartered in a camp or large garrison for the officers of each regiment to invite to dinner the officers of every corps on its first arrival. The expense is very great, for it is of course indispensable that return dinners should be given; and the result is a series of "big drinks" and enormous mess bills, which are rarely on an average below 137. month at stations where many regiments are quartered. General Herbert has endeavoured to stop this extravagance at Dublin, and at Aldershot Sir Thomas Steele has issued an order that no regiment shall issue an invitation to another without it has previously obtained sanction.

A very serious defect has been made manifest in the Martini-Henry rifle. It has been found that the "striker" of the look is very apt to break, and thus to render the weapon absolutely useless. To such an extent has this taken place that in one battalion of Guards as large a proportion as ten per cent. of the rifles have been found to be disabled from this cause.

A party of tourists was one night doubled up in the few rooms found at command, had to chum together as best they might. An evangelical parson and an anything but an evangelical Yankee were thus bedded in the same room. On the following morning the Yankee jumped about and to curse and swear in the most horrible manner. The parson put his head out from beneath the clothes and rebuked him, saying, "Think, my friend, if you begin the day in this manner, how are you likely to end it?" "Wall," said the Yankee, "I guess if you'd jumped out of bed on to the business end of a tinakel you wouldn't begin the day with the Lord's Prayer."

The following distressing story may be relied upon.—A well-known and highly-honoured General who has grown grey, bald, and deaf in Her Majesty's service was dining recently at a military banquet over which H.R.H. the Duke of Cambridge presided. After dinner the Duke made one of those happy little speeches for which he is famous, and the General, anxious not to lose any word of it, adjusted to his ear a silver trumpet, with which he is privately provided for extraordinary occasions. And now comes the distressing part of the story. A hurried and probably short-sighted waiter, careering round the table to replenish the glasses for the toast, saw the trumpet, took it for a glass, and with one cant of a large-mouthed jug filled it to the brim with dry champagne! It is to be hoped nobody will laugh at this.

## IRONCLADS AND TORPEDOES.

Writing from Hirsowa, on June 7, the correspondent of a contemporary gives the following account of the fishing up of torpedoes from the Danube by the Turks:—

For some days past the Turks have been prevented moving their war steamers *Clidje*, *Ati*, and *Kahel Selim* from opposite the village of Kiabe, four hours below Hirsowa, on account of the dread of torpedoes placed close to Ibrahim, and other portions of the river. It was, therefore, determined to make a search for torpedoes by means of ten cazak boats. Several were discovered, and were fished up. The steamers then followed the boats, moving cautiously. They were joined on their way down the river by three other steamers, namely, the *Aradji*, *Imendri*, and *Agui*. Arriving at Farsa, they found torpedoes 15 centimetres large. While searching for others, the engine opened a heavy fire from the fortifications. The Turkish steamers immediately replied with a furious cannonade which lasted fifteen minutes, during which the vessels succeeded in safely passing the forts, doing them at the same time great damage. I was on board the *Clidje*, and am, therefore, able to testify to the splendid manner in which the Turkish guns were served. The Russians sent one shell into the stern of our steamer, which burst in the cabin, but did little damage. Five other shells entered the hull; there was no one killed. Four shells struck the *Aradji*, but sustained very little injury. The vessels are all safe.

On June 9 the Russians made another daring attempt to destroy the Turkish flotilla on the Danube. The naval correspondent of the *Daily Telegraph* on June 10 there was a sudden alarm. Three Russian steam-launches attacked the Turkish ships lying here. While the engagement lasted the Turkish artillery told with splendid effect. The Russians attempted to use the torpedoes, but without success. One after another their boats were sunk, and their crews either drowned or taken prisoners. This victory is attributed to the special system of defence adopted in consequence of Hobart Pasha's advice. The prisoners will be sent to Constantinople immediately.

Supplementing his account a day later, the same writer says:—There are features in connection with the naval victory telegraphed by me yesterday necessary to be mentioned. It now appears that the Russians made their attack with six torpedo steam-launches, each equipped with six torpedoes, for their operations. The Turks, obeying Hobart Pasha's precautionary instructions, had their vessels electrified by boats, which were connected by chains, thus completely surrounding their ironclads and gunboats. The first Russian launch, checked by the connecting chain, succeeded in sending out only one torpedo, which struck the foremost ironclad, doing little damage. The alarm having been given by the enemy's launch

coming into collision with the boat-chains, the Ottoman gunners had sufficient time to depress their guns and open on the assailants at a distance of 100 yards, the range being easily ascertained by the distance at which the chained boats were moored. Having had so warm and unexpected a reception, the Russians sought safety in a confused and hasty retreat, which they ultimately effected with the loss of three launches; the crews were, it is believed, all drowned. The Turks made six prisoners, one of whom is an American. This great success demonstrates the possibility of protecting ships at night against torpedo attacks. Hobart Pasha has now devised a means of protecting the Salina Harbour, also the ironclads when under steam.

## WARLIKE INVENTIONS.

The subject of light as a means of preventing the approach of torpedo craft towards a ship in the night seems to have attracted the attention of numerous inventors. One of the most simple and ingenious contrivances for the purpose of investing a fleet with a zone of light through which no enemy could pass without being observed, has been devised by M. Ferdinand Silas, of Vienna. M. Silas's inextinguishable lighting shell is similar to a common shell, can be made to fit any gun, and can, accordingly, be projected to any distance. The projectile consists of three parts, one within the other. Within the shell proper is a lining of wet sponge, and within this is a glass bottle, which fills the whole cavity, the bottom of the shell unswerving to admit of its entrance. This bottle is filled with various charges of phosphide, none of which, however, is to be less than ten pounds. A small channel is bored through the sharp point of the shell, in order to allow the air to mix freely with the wet sponge, and there are a couple of apertures in the head which are plugged with wooden stoppers covered with leather. Through the movable bottom of the shell a steel striker is inserted, which is fitted with a spring, and communicates with the glass bottle within. When the light shell is fired this is what happens:—The spring striker is driven forward by the explosion like a gas check, and so breaks the bottle; the water contained in the jacket of sponges then penetrates through the broken glass and saturates the phosphide; phosphuretted hydrogen is immediately generated in large quantities, by the pressure of which the stoppers are forced out and two streams of illuminating matter are poured upon the sea. The light burns with great brilliancy for a considerable time, and is perfectly inextinguishable.

A novel invention, in the form of a repeater pistol and sabre combined, has been brought to England by Mr. W. J. Gurd, a Canadian, for submission to the War Office. The invention is at present only in a rough form, but after it has undergone careful mechanical manipulation it promises to become a weapon unique in character, and one which might be found of considerable service to the men of the mounted arms in the field.

## THE MAN-OF-WAR OF THE FUTURE.

The British man-of-war of the future, as sketched by Mr. Scott Russell in a paper read by him last week, on the "Development of our Modern War Fleet," before a meeting of the members of the Royal United Service Institution, differs in so many essential particulars from any ship now afloat or on the slips, that the design, coming as it does from so eminent an authority, deserves attentive consideration, even by those who are by no means disposed to accept of a satisfactory solution of a much vexed question in naval architecture. The peculiar features of the ship proposed by Mr. Scott Russell are that, in the first place, the whole of the interior is divided into a number of watertight and air-tight casemates; and that, secondly, the armour plates, instead of being, as they are at present, affixed or bolted on to the hull proper of the vessel, shall be incorporated within the structure of the iron plates of which the sides of a modern ship is built up. Minor points, in which Mr. Scott Russell's proposed man-of-war differs from those at present existing, are—the form given to the stem, the appliances for steering and manoeuvring the vessel, the shape and size of the port-holes, the fittings of the gun carriages, and the material of which the armour plates are made. All these latter, however, are mere questions of detail, and the improvements suggested, if indeed the proposed alterations should prove on examination to be really improvements, might be readily embodied in ships built in accordance with the first-named principles adopted by Mr. Russell. On the other hand, a complete change in the design and structural arrangements of our sea-going man-of-war, and are consequently the points which are especially deserving of notice. To begin with the casemate system, which Mr. Russell would have us adopt, his plan, explained in a few words, consists of dividing each broadside of the ship into a number of small compartments, enclosed on all sides by armoured walls—in front, supposing we are looking outwards, by the ship's side; on the sides by transverse armoured bulkheads; and in rear by a longitudinal armoured bulkhead. Each of the armoured compartments thus formed is to be of sufficient size to allow a heavy, large-bored gun necessary being assumed by Mr. Russell to be twelve feet wide by eight feet or twenty feet long. Thus each gun will be completely isolated from its neighbours. A shell exploding in one compartment will not reach the others; water entering one will remain there and not spread to the others. If the enemy aim well and his projectile pierces the ship, one of the guns will be disabled and its crew placed *hors de combat*, or may be all killed; but that will be the extent of the damage done. If, for instance, the armament of our ship consists of forty guns in forty such casemates, we shall lose one of them, but we shall retain the use of the other thirty-nine. Such, at least, are, briefly summarised, the advantages which Mr. Russell claims to his system. But these casemates are not to be confined to the gun deck only. Each casemate is to have below it an under-water casemate containing all such shell charges, stores and stores, and to the crew which the upper compartment, and there is to be a natural communication between the gun casemate and the magazine casemate below it, and there is to be communication from the former to the upper deck; but beyond these there is to be no entrance into the compartment in which the gun is worked. During battle no one need leave it but one; that one stands on the upper deck, or at least has his head above it, and sees and

knows all he should, and has complete command of his gun and gunners below. The hold of the ship is to be divided into similar compartments, by continuing the transverse bulkheads which form the sides of the under-water casemates right across the vessel. And by this plan, Mr. Russell asserts, "the whole will be one homogeneous structure of wrought-iron plate, disposed in each part contributing its full share to strength, safety, and effect."

Passing on to the armour, Mr. Russell states, and with perfect reason, that joints in armour are weak places, and therefore we should endeavour to make them the strongest; and that bolts and bolt-holes are causes of cracks and giving way, and therefore bolts and bolt-holes must be done away with. Struck at a joint a plate gives in there and flies out at the far off edges. Mr. Russell therefore proposes to place the whole four edges of each plate on the full walls of a casemate; the front of each casemate being, in other words, formed of one continuous plate, and the whole four edges thus supported will become the strongest parts of the plate. To get rid of the objectionable bolt and bolt-holes the plate is to be interposed between the inner and outer skin of the ship. The side of an iron vessel is a cellular structure, formed of an inner and an outer skin of iron plates, sometimes in one, sometimes in two or more layers, connected together by broad plates fastened at right angles to the two skins. By this means a number of cells or compartments are formed, and Mr. Russell would make each of these of just sufficient size to hold a single plate. To use his own words, "this system of incorporating the steel armour or the iron armour inside the hollow walls of the ship's side would add to the strength of the ship's structure, and the ship's structure would enclose the armour without piercing it with holes and making it crack; and if it were cracked by some extraordinary force the two or more pieces of the cracked plate would still be secured fast in place, and would still be there to receive the blow of the next shot with diminished strength, but not destroyed nor removed. This, I think, will be the way in which with casemates to make both the ship the strongest and safest and the armour most effective, secure, and durable." With regard to the material of which this armour should be made Mr. Russell is apparently of opinion that it should be of steel, provided it is disposed in the manner he advocates. The recent experiments at Spezia proved very conclusively that properly tempered steel possesses a much greater resisting power than any description of iron. Projectiles impinging upon it with high velocity appear to break up, instead of exposing the whole of their work in penetrating the plate. On the other hand, the steel plate itself suffers more severely than one of wrought iron. The harder plate cracks and becomes fissured, the cracks continuing to extend for some time after the blow has been struck. When, however, it is enclosed and supported and kept in its place in the manner suggested, this shattering of the armour will be of less importance, and although undoubtedly still an evil, will be more than counterbalanced by the greater resistance offered to the projectile.

A LETTER from Erzeroum in the *Hamburg Correspondent* gives some particulars of the new corps of divers which has been organised by the Turkish Government for the purpose of removing the torpedoes laid down by the Russians in the Danube and on the shores of the Black Sea. These divers (says the correspondent) are Mahomedans from Lazistan, and a certain number of them are attached to each of the Turkish squadrons cruising in the Black Sea. When the ships arrive near a spot where the existence of torpedoes is suspected, two of the divers row to the place in a very light boat, drawing so little water that there is scarcely any danger of its striking against a torpedo. On arriving at the place, one of the divers dives into the sea, if he finds the wire or rope by which the torpedo is attached he cuts it with a sharp instrument, and returns quickly into the boat. The liberated torpedo floats to the surface of the water, the men pass a sort of lasso round it, take it in tow, and then row back to the ship as quickly as possible. For each torpedo thus captured the divers are paid 225 fr., and also a sum of money equal to one-half of its value. Although the men have been often employed on this dangerous service not a single accident has yet occurred to any of them.

It is now known that the Turkish ironclad which was destroyed in the Danube by torpedoes on the 26th of May was the *Hifse Rahman*, a sister ship to the *Lufti Djelil*, which was sunk near Matchin a few days before. The *Hifse Rahman* was a vessel of 2,500 tons displacement, having a freeboard of 4 feet, and armoured with 44-inch iron plates amidships tapering to 3 inches on the bow and quarter, from the upper deck to a depth of 5 feet below the water-line. The vessel was divided by water-tight bulkheads, which extended up to its upper deck, into nine compartments; and in this arrangement of her interior, probably, which accounts for the fact that, even after a torpedo had been successfully exploded immediately underneath her bow, and her fore hull had been driven in, she was yet observed to be sinking so slowly that it was deemed necessary to explode another torpedo under her quarter to ensure her destruction. The armament of the *Hifse Rahman* consisted of two nine-inch guns in her aft and two seven-inch in her fore turret, both of which were turned by hand, and a 40-pounder Armstrong, carried on the forecastle behind a semi-circular iron shield. The length of the vessel was 222 feet, her mean draught 15 feet 6 inches, and she could steam at the rate of 12 knots an hour, and her complement consisted of 200 hands.

## Quotations.

Hongkong, July 25, 1877.

OPIMUM.—New Pains, cash... \$507 1/2 credit...  
" Old Pains, cash... 562 1/2 credit...  
" New Benares, cash, 550 credit...  
" Old Benares, cash, 567 1/2 credit...  
" New Malwa, cash, 580 credit...  
" Allowance Tels, 32 a 48  
" Old Malwa, cash, 580 credit...  
" Allowance Tels, 32 a 48  
CAMPHOR, ... 15.00 a 16.25  
QUINCE-SILVER, ... 60.80 a 61.50  
SALTPETRE, ... 7.00 a 7.65

## Exchange.

Bank, on demand, ...	4/
" 30 days' sight, ...	4/0
" 6 months' sight, ...	4/0
Credit, ...	4/0
Documentary, 6 months' sight, ...	4/1
Bombay, demand Rupees, ...	230
Calcutta, ...	230
Shanghai, demand, ...	74
" 30 days' sight, ...	75
Bar Silver, 17, dwts. B., ...	77 1/2 prem.
Mexicans, ...	13
Gold Leaf, ...	25.70
English Sovereigns, ...	4 86
Australian Sovereigns, ...	4 86
Discount, ...	9 a 10

## Shares.

Hongkong Bank, 88 % prem.	
Union Ins. Society of Canton, \$775	
China Traders' Ins. Co., \$2,700	
Chinese Insurance Co., \$257 1/2	
Yongtong Ins. Association, 1,705 ex div.	
North China Ins. Co., Tls. 860	
H.K. Fire Ins. Co., \$150	
China Fire Ins. Co., \$580	
H.K. & W. Dock Co., 25 % div.	
H.K. & M. S. Dock, 7 % div.	
Shanghai Steam Navigation, Tls. 80	
Hongkong Gas Co., \$75	
Hongkong Hotel Co., \$60	
Chinese Imperial Loan, £103	

## Temperature.

(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, July 25, 1877.	
BAROMETER—9 A.M. ...	29.976
Do. 1 P.M. ...	29.938
Do. 4 P.M. ...	29.894
Thermometer—9 A.M. ...	83 1/2
Do. 1 P.M. ...	90 1/2
Do. 4 P.M. ...	90 1/2
Do. (Wet bulb) 9 A.M. ...	82 1/2
Do. Do. 1 P.M. ...	88
Do. Do. 4 P.M. ...	81
Do. Maximum ...	91
Do. Minimum over night ...	84

## Shipping Intelligence.

The following is corrected from the latest London and Colonial Papers:—VESSELS TO ARRIVE.

AT HONGKONG.		
When left.	Name.	From.
Feb.	5, Carrisal,	Cardiff (Direct Feb. 23)
25, Janet Ferguson,	Glasgow	v. S'pore
Mar.	8, Khedive,	Antwerp
9, Pilgrim,	Cardiff	
17, D. Mch. Park,	Sunderland	v. S'pore
" Astrea,	New York	
19, Cygnus,	Cardiff	for Canton
20, Warrior,	Cardiff	
22, Birling (s.),	Cardiff	
26, May Queen,	Cardiff	
27, Fortuna (s.),	Antwerp	
Apr.	8, Rota,	Cardiff
10, St. Elmo,	Cardiff	
10, Adolph,	Hamburg	
10, Galatea,	Cardiff	
11, Benefactor,	New York	
11, Woodhall,	Antwerp	
11, H. S. Sandford,	Hamburg	
12, Vega,	Cardiff	
12, Antipodes,	Cardiff	
12, Titan,	Penarth	
May	8, Staghound,	Liverpool
4, James Shepherd,	London	
7, Woodville,	Hamburg	
10, David,	Antwerp	
11, Neworth,	Antwerp	
11, Papillon,	Newcastle (N.S.W.)	
12, Porvian,	Liverpool	
12, Chandos,	Cardiff	
13, Alstra,	Melbourne	
15, Meteor,	Hamburg	
15, Sophia,	Liverpool	
16, Meteor,	Hamburg	
19, Melaine,	Penarth	
19, Oneda,	London	v. Cardiff
19, Hesperia (s.),	Dal	
26, Martha Jackson,	Penarth	
26, Alexandra,	Liverpool	
27, Kate Carnie,	London	
30, O. R. Bishop,	Falmouth	
30, Clara,	Cardiff	
30, Cliturnum,	Penarth	
June	2, Marco Polo,	Hamburg
4, Melbark,	London	
4, Faugh-a-Ballagh,	London	
4, Rhuddlan Castle,	Cuxhaven	
6, Athol (s.),	London	
7, Ferdinand Brumm,	Portsmouth	
9, Elmstone,	London	
12, Stentor (s.),	Liverpool	
18, Dartmouth,		



## To Let.

**TO LET.**  
THE Dwelling House and Office No. 1, D'Aquila Street, lately in the occupation of Messrs Douglas Lafrank & Co. The Dwelling House No. 1, Alexandra Terrace.  
The Dwelling House No. 8, Gough Street.  
The Dwelling House No. 10, Gough Street.  
Possession from 1st August next.  
The Bungalow No. 6, Shelley Street.  
The Bungalow No. 5, Old Bailey Street.  
Possession from 1st August next.

Apply to  
**DOUGLAS LAFRANK & Co.**  
Hongkong, July 9, 1877.

## To Let.

**HOUSE** No. 10, Albany Road, lately occupied by the Rev. R. H. Kidd, "Bishop's Villa," Pok-foo-jum, furnished.  
**DAVID SASSOON, SONS & Co.**  
Hongkong, July 21, 1877.

## To Let.

With Immediate Possession.  
**THE** Upper Part of No. 62, PRAYA, either for OFFICES or GODOWN.  
Apply to  
**ROBERT MORRIS.**  
Hongkong, July 5, 1877.

## Intimations.

**AFONG,**  
PHOTOGRAPHER,  
by appointment, to  
**H. E. SIR ARTHUR KENNEDY,**  
GOVERNOR OF HONGKONG;  
and to  
**H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA,**  
Wyndham Street, formerly ATHLETIC CLUB.  
HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Radnorshire a supply of very handsome Bound Albums of Russia and Great Britain, assorted sizes. Illustrated Albums for Portraits, Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.  
Hongkong, March 28, 1877.

**A THOROUGH CORRESPONDENT AND ARITHMETICIAN** Desires an ENGAGEMENT.  
"Activity," care of this Office.  
Hongkong, May 26, 1877.

## Now Ready.

**"THE CHINA REVIEW,"**  
No. 6, Vol. V.  
Annual Subscription, Six Dollars and a Half.  
CONTENTS.  
Review of a Chinese Manuscript New Testament.  
A Legend of the T'ang Dynasty.  
Ethnological Sketches from the Dawn of History.  
Brief Sketches from the Life of K'ung-ming, (Continued from page 319.)  
The Tang Hou Chi, A Modern Chinese Novel.  
Ancient Peking.  
Notes on Chinese Grammar (Continued from page 286.)  
Short Notices of New Books and Literary Intelligence.  
Colloquies Bibliographical.  
Notes and Queries—  
Inheritance and "Patria Potestas" in China.  
Tonic-Sol-fa Notation in China.  
Chinese Novels.  
A Difficult Character.  
Chinese Chloisomé Enamel.  
Russian Sinologist.  
The Right Genii.  
The Flea of Hare.  
Seeds of Sorghum.  
Aniseed Oil and Sandalwood.  
Errata.  
Books Wanted, Exchanges, &c.  
Olds Mail Office,  
Hongkong, July 7, 1877.

## Insurances.

**HAMBURG-MAGDEBURG FIRE INSURANCE CO. OF HAMBURG.**

**THIS** Company is now Prepared to Issue Policies against LOSS or DAMAGE by FIRE at Current Rates. Every Risk taken by this Company is participated in by Three of the largest German Fire Insurance Companies, representing an aggregate Capital and Surplus of over SIXTY MILLION MARKS, equal to FIFTY MILLION DOLLARS, thus enabling this Company to accept large lines.

**SANDER & Co.,**  
Agents.  
Hongkong, June 26, 1877.

**THE ON TAI INSURANCE COMPANY, LIMITED.**  
CAPITAL TAKEN 400,000, EQUAL TO \$555,555.45.

**Directors.**  
LEE SING, of the Lat Hing Firm.  
CHAN SANG LAI, of the Lat Yuen Firm.  
WONG YI FUN, of the Chun Cheong Wing Firm.  
Loo Yee, of the Yee On Firm.  
Fong Seng Fung, of the Tung Sang Wo Firm.  
Wong Pak Cheung, of the San Tye Lee Firm.  
PUN FUNG, of the Wy Sing Firm.

Manager—**HO AMEL.**

**MARINE RISKS** on Goods, etc., taken at CURRENT RATES to AUSTRALIA, CALIFORNIA, MANILA, SINGAPORE, SAIGON, PENANG, and to all the TRADING PORTS of China and Japan.

**HEAD OFFICE,** 48, Bonhom Strand.  
Hongkong, June 1, 1877.

## Insurances.

**THE NORTH-CHINA INSURANCE CO.**  
SUBSCRIBED CAPITAL—Two Million, in 1,000 shares of Two Hundred each.  
PAID UP CAPITAL—Two Six Hundred Thousand, or Two 600 per share.

**PROVISIONAL COMMITTEE.**  
F. H. BELL, Esq. (Messrs Adamson, Bell & Co.)  
M. S. GURDAY, Esq. (Messrs David Sassoon, Sons & Co.)  
JAMES HART, Esq. (Messrs Turner & Co.)  
E. H. LAVERA, Esq. (Messrs Gilman & Co.)  
HUGH SUTHERLAND, Esq. (Messrs John Forster & Co.)  
A. G. WOOD, Esq. (Messrs Gibb, Livingston & Co.)

**HEAD OFFICE—SHANGHAI.**  
Secretary—HERBERT S. MORRIS, Esq.  
**BANKERS.**  
HONGKONG & SHANGHAI BANKING CORPORATION.  
**BRANCHES.**  
LONDON (25, Cornhill, E.C.), HONGKONG, YOKOHAMA.  
**AGENCIES.**  
At the principal ports in the East and Australian Colonies.

**THE** Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH-CHINA INSURANCE COMPANY, 1875-1877.  
A Reserve Fund will be formed of Two 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.  
The net profits of the Company for each year will be divided amongst the Shareholders, in the following manner:—  
One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.  
Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premiums paid or influenced by them.  
A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premiums or whose contributions during the preceding three years have not been in proportion to the number of Shares held.  
Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—  
They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or  
Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon, and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro-rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.  
**NOTICE** IS HEREBY GIVEN, that Applications for Shares in the undermentioned form will be received at the offices of the Company, from residents in China and Japan, until the 30th September; from London and distant ports until 31st October next.

**FORM OF APPLICATION FOR SHARES.**  
To the Provisional Committee of the NORTH-CHINA INSURANCE COMPANY, Gentlemen,  
I, ....., hereby request that you will allot to me ..... Shares in the above Company, and ..... agree to accept such Shares, or any less number you may allot to ..... and ..... agree to pay the first call of Two 600 per Share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.  
Gentlemen,  
Your obedient servant,  
.....  
Forms of application for Shares can be obtained at the Head-office, or by application to the Agents of the Company.  
Shanghai, June 18, 1877.

**NOTICE.**  
**LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.**  
**THE BUSINESS** of this Company has This Day been Transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.  
By Order of the Proprietors,  
**WILLIAM HUNT,**  
Secretary.  
137, Leadenhall Street, LONDON, 1st January, 1877.  
**THE MARINE INSURANCE CO.**  
20, Old Broad Street, LONDON, 1st January, 1877.  
**ESTABLISHED 1836.**  
CAPITAL, £1,000,000 STERLING.  
RESERVE FUND, £340,000 "

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.  
By Order of the Board of Directors,  
**ROBERT J. LODGE,**  
Manager.  
**THE** Underigned is prepared to Accept Risks and Issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.  
**A. McIVER,**  
Agent of the Marine Insurance Co. of London.  
Hongkong, February 16, 1877.

**THE** Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.  
A Discount of 20% allowed.  
**HOLLIDAY, WISE & Co.**  
Hongkong, January 3, 1878.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**  
**THE** Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.  
**HOLLIDAY, WISE & Co.**  
Hongkong, October 14, 1882.

## Insurances.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
**HEAD OFFICE—HONGKONG.**

**AGENCIES** at all the Treaty Ports of China and Japan, and at Singapore, Saigon, and Penang.  
Risks accepted; and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.  
**NO CHARGE FOR POLICY FEES.**  
**JAS. B. COUGHRAN,**  
Secretary.  
Hongkong, November 1, 1871.

**LANCASHIRE INSURANCE COMPANY.**  
**(FIRE AND LIFE.)**  
CAPITAL—Two Millions STERLING.  
**THE** Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on (Goods in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.  
Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.  
If required, protection will be granted on first class Lives up to £1000 on a Single Life.  
For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNOLD, KARBURG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

**ROYAL INSURANCE COMPANY.**  
**THE** Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.  
**MELOHERS & Co.,**  
Agents, Royal Insurance Company.  
**CHINESE INSURANCE COMPANY, (LIMITED.)**  
**NOTICE.**  
**POLICIES** granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.  
**OLYMPHANT & Co.,**  
General Agents.  
Hongkong, April 17, 1873.

**QUEEN FIRE INSURANCE COMPANY.**  
**THE** Underigned are prepared to grant Policies against Fire to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.  
**NORTON & Co.,**  
Agents.  
Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**  
Incorporated by Royal Charter and Special Acts of Parliament.  
**ESTABLISHED 1809.**  
**CAPITAL £2,000,000.**  
**THE** Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.  
**GILMAN & Co.,**  
Agents.  
Hongkong, July 6, 1875.

**THE LONDON ASSURANCE.**  
INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.  
**THE** Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
**Marine Department.**  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.  
**Fire Department.**  
Policies issued for long or short periods at current rates. A discount of 20% allowed.  
**Life Department.**  
Policies issued for sums not exceeding \$5,000 at reduced rates.  
**HOLLIDAY, WISE & Co.**  
Hongkong, July 25, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**  
**THE** Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.  
A Discount of 20% allowed.  
**HOLLIDAY, WISE & Co.**  
Hongkong, January 3, 1878.

**SHIPPING IN SHANGHAI HARBOUR.**  
July 17, 1877.  
**MERCHANT STEAMERS.**  
Albay Spanish  
Amoy British  
Appin British  
Argentine British  
Atlanta German  
Chin-so Chinese  
Conquest British  
Fu-yu-yang Chinese  
Galatea for London  
Glenalloch for London  
Hae-an Chinese  
Hankow (McQueen) British  
Honyang Chinese  
Kiang-chang Chinese  
Kiang-ching Chinese  
Since left port, or arrived at Hongkong.  
**Printed and published by GEO. MURRAY BAIN, at the China Mail Office, No. 4, Wyndham Street, Hongkong.**

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Class	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Adria	5k	Breeze	Brit. str.	781	July 15	P. & O. S. N. Co.		
Bellona	6k	Ahrens	Ger. str.	789	July 21	Siemssen & Co.	Saigon	at daylight
Ben Ledi	6k	Buchanan	Brit. str.	899	July 21	Order		
Charlton	2h	Johnson	Brit. str.	786	July 10	Hop Kee	Cooktown	
City of Peking	4k	Berry	Amer. str.	5079	July 19	P. M. S. S. Co.	Ytham & S. Folson	Malla, 30th
Dale	3h	Thompson	Brit. str.	645	July 21	Yuen Fat Hong		
Emmy	6k	Blanco	Span. str.	222	June 8	Remedios & Co.		MoD's Ship
Glenroy	5h	Donaldson	Brit. str.	1370	July 23	Jardine, Matheson & Co.		To-day
King Richard	4k	Nelson	Brit. str.	1133	July 17	David Sassoon, Sons & Co.	Shanghai	To-morrow
Olympia	4k	Nagel	Ger. str.	777	July 22	Siemssen & Co.	Yokohama	
Thingyalla	4k	Molsen	Dan. str.	1677	July 17	Landstain & Co.		
W. Correa de Vries	4k	.....	Brit. str.	334	June 4	Hok Moh Leong		
Washi	5h	Hunter	Brit. str.	265	July 22	Landstain & Co.		
Yesso	5h	Ashton	Brit. str.	559	July 21	Douglas Laprak & Co.	Holchow & Halphong Coast Ports	To-day To-day
Sailing Vessels								
A. S. Davis	7c	Ford	Amer. sh.	1399	June 19	Douglas Laprak & Co.		
Alphington	3c	Cunningham	Brit. bge.	828	July 8	Wiel & Co.	Haiphong	Cleared
Annie Lowray	7c	Gales	Brit. bge.	752	July 5	Order		
Antwerp	4c	Atkins	Brit. bge.	1031	July 13	Malchers & Co.		
Augusta	3k	Barnard	Foh. bge.	860	July 6	Carlowitz & Co.		
Bendutha	3k	Higgins	Brit. bge.	970	July 2	Meyer & Co.		
Bianca Petrona	8k	Tancredi	Ital. bge.	660	June 22	Landstain & Co.		
Bon Accord	2h	Scott	Brit. bge.	388	July 19	Chinese		
C. W. Cochrane	2h	Given	Amer. bge.	1105	July 12	P. & O. S. N. Co.		P. & O. W.
Cactus Olivari	6k	Olivari	Ital. bge.	791	July 6	Order		
Caldew	8k	Peterson	Brit. bge.	482	July 3	Order		
Canton	2h	Kruseen	Span. sh.	779	June 23	Chinese		
Ceres	3k	Specht	Ger. bge.	420	July 6	Wiel & Co.		
Chang Soon	2k	Cheng Sang	Slam. sch.	200	April 30	Chinese		
Chocula	2k	Kennet	Brit. bge.	284	July 18	Bozario & Co.		
Chow Eye	2h	Schmeyer	Slam. sh.	482	July 8	Siemssen & Co.	Canton	Cleared
Commissary	2k	Hunter	Brit. sh.	898	July 13	Malchers & Co.		
Doris Broderson	2k	Nielsen	Dan. sh.	647	July 21	Malchers & Co.		
Edinburgh Castle	4c	Seward	Brit. bge.	627	July 8	Adamsen, Bell & Co.		
Edith Rose	7c	Stiefen	Dut. bge.	970	July 6	Landstain & Co.	Bangkok	
Enid	4k	Brathwaite	Brit. bge.	496	July 7	Arnhold, Karberg & Co.		
Esport	8c	Waterhouse	Amer. bge.	638	July 7	Wm. Pustau & Co.		
F. H. Drews	8h	Voratz	Ger. bge.	623	July 17	Order		
Foonchow	2h	Frochreuter	Slam. bg.	800	July 11	Chinese		
Formosa	4k	Eyland	Brit. bge.	615	May 29	Russell & Co.	San Francisco	
Fred. P. Littlefield	4k	Spaulding	Amer. bge.	1082	July 1	Meyer & Co.		
Frederick	4k	Wulf	Ger. bge.	794	July 19	Wm. Pustau & Co.		
George	2k	Steffens	Ger. bge.	769	July 25	Malchers & Co.		
Geo. Orshaw	6k	Iving	Brit. bge.	658	July 21	Adamsen, Bell & Co.		
Glamorganshire	3k	McEachern	Brit. bge.	456	July 17	Chinese		
Golah	2h	Dentau	Slam. bge.	580	July 4	Chinese		
Gold Hunter	2k	Freeman	Amer. sh.	1800	July 5	Meyer & Co.		
Grammer	7c	Hastings	Brit. bge.	688	July 1	Bornes Co., Limited		
Gryfe	4k	Roberts	Brit. sh.	1068	May 24	Vogel, Hagedorn & Co.	San Francisco	
Hannah Law	3k	Graig	Brit. sh.	1299	April 28	Vogel, Hagedorn & Co.	New York	
Highlander	3k	Eutchinson	Amer. sh.	1852	May 18	Vogel, Hagedorn & Co.	New York	
Humboldt	7c	Laguinanco	Ger. bge.	880	July 18	Arnhold, Schellhaus & Co.		
Isles of the South	3k	Dennett	Brit. sh.	820	July 11	Siemssen & Co.		
Jan Peter	3k	Swert	Ger. bge.	882	July 7	Siemssen & Co.		
Jas. S. Stone	8k	Weston	Amer. bge.	710	July 2	Order		
Jalo	3k	Moberg	Rusa. sh.	1895	July 2	Order		
Johanne	7c	Bunje	Ger. sh.	738	July 6	Deetjen & Co.		
Jotun	2k	Hanff	Norw. sh.	885	July 1	Malchers & Co.		
Jubilee	6k	Harris	Brit. sh.	785	July 11	Order		
Kalsow	4k	Gadd	Brit. bge.	799	July 23	Douglas Laprak & Co.		
Kalaja	2h	Roos	Rusa. bge.	690	July 24	Capitan		
Leading Wind	2k	Hinkley	Amer. sh.	1208	June 18	Meyer & Co.		
Leifert	8k	.....	Amer. sch.	45	Aug. 13	Insurance Cos.		
Lord Macaulay	7h	Monkman	Brit. bge.	847	July 1	Vogel, Hagedorn & Co.	Hamburg	
Louisa	8k	Schlenker	Ger. sm. sh.	245	July 1	Edward Schellhaus & Co.	Halphong	
Maipu	3c	Andrews	Brit. bge.	674	July 12	Landstain & Co.		
Malchess	4k	Daves	Amer. sh.	1198	June 22	Vogel, Hagedorn & Co.	New York	
Merse	4k	Robertson	Brit. bge.	629	July 17	Gibb, Livingston & Co.		
Mignon	8k	Soule	Amer. sm. sh.	484	July 19	Order		
Mikado	3k	Henson	Ger. bge.	880	July 5	Malchers & Co.	Halphong	28th Inst.
Nimbus	8k	Leonard	Amer. sh.	1800	July 6	Messageries Maritimes		
Norseman	2k	Larik	Slam. sh.	711	July 16	Chinese		
Northern Star	2k	Wortley	Brit. bge.	827	July 21	Order		
Notre D. de la Garde	1c	Legier	Foh. bge.	486	July 12	Carlowitz & Co.		
Nuevo Constante	2k	Uriarte	Span. sch.	208	July 3	Remedios & Co.		
Paraca	7k	Phillips	Brit. bge.	464	July 12	Adamsen, Bell & Co.		
Penahaw	3k	Airey	Brit. bge.	729	July 24	Meyer & Co.		
Piedola	8k	Graf	Ger. bge.	239	July 21	Siemssen & Co.		
Polynesia	7h	Schwatter	Ger. sh.	985	June 16	Meyer & Co.	London	Wanchai
Rapid	2k	Hunte	Slam. bge.	429	July 28	Chok Mee Hop		
Robert Henderson	3k	Quinn	Brit. bge.	528	June 9	Vogel, Hagedorn & Co.	London	
Rodna	4k	Hansen	Amer. sm. sch.	406	Feb. 28	Arnhold, Karberg & Co.		For Sale
Samos	4k	Bryant	Amer. sm. sh.	395	July 17	Russell & Co.		
Scindia	7k	Lighthody	Brit. sh.	874	July 17	Russell & Co.		
Siamese Crown	2k	Saxatoph	Slam. sh.	540	June 25	Chinese		
Springfield	2k	Pearl	Amer. sh.	1043	July 17	P. & O. S. N. Co.		P. & O. W.
St. Joseph	3k	Dinnont	Foh. bge.	298	July 12	Carlowitz & Co.		
Stanfield	4k	Dudley	Brit. bge.	576	June 16	Russell & Co.	London	
Star of the North	3k	Hawken	Brit. sh.	662	July 7	Chin Chon Wing		
Starlight	2h	Wachtelbreunne	Slam. bg.	839	July 16	Chinese		
Sully	3k	Bara	Foh. bge.	387	July 18	Carlowitz & Co.		
Sydenham	7k	Miller	Brit. sh.	1063	July 11	Messageries Maritimes		
Taitung	4k	Johnston	Brit. sh.	815	July 17	Order		
Theresa Behn	3k	Steffen	Ger. bge.	450	July 4	Siemssen & Co.	Halphong	Cleared
Thoon Kramom	2k	Vorreh	Slam. bge.	474	July 12	Siemssen & Co.		
Thorold	3k	Boade	Ger. bg.	180	July 4	Arnhold, Karberg & Co.		
Tulioogorum	4k	Mason	Brit. sm. sh.	175	July 19	Wiel & Co.		
Twigata	3k	Delany	Brit. sh.	680	July 23	Jardine, Matheson & Co.		
Victoria	6k	Trinable	Brit. bge.	679	July 17	T. C. Linstead		
Weakly Pendleton	3k	Blanchard	Amer. bge.	808	July 2	Douglas Laprak & Co.	Guam	Cleared
Young Sam	2k	Benedictsen	Slam. sh.	701	July 16	Kin-tye-joong		
WHAMPOA								
Bombay		Smith	Brit. str.	739	May 9	P. & O. S. N. Co.		
Carl		Thomson	Ger. bg.	215	July 18	Arnhold, Karberg & Co.	Niantin	
Polho		Christiansen	Ger. bge.	250	July 11	Arnhold, Karberg & Co.	Niantin	
Trio		Westerveld	Dut. bge.	268	July 24	Siemssen & Co.		
CANTON								
Amoy		Drewes	Brit. str.	814	July 24	Siemssen & Co.	Shanghai	